

Your Ref: S62A/2025/0077
Our Ref: 57235
Date: 18th March 2025



Essex County Council

Director for Highways
and Transportation

To: Inquiries and Major Casework Team
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Recommendation

Application No. S62A/2025/0077
Applicant Mark Wellings, Montare LLP
Site Location Land West of High Street, Stebbing
Proposal Erection of 28 residential dwellings (comprising 14 affordable & 11 private market homes together with 3 self-build plots); provision of public open space and associated local amenity facilities (activating Local Green Space allocation); together with integrated landscaping and car parking (to include additional community parking facility)

All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to the following measures:

1. Prior to occupation of the development each vehicular access shall be constructed at right angles, with an appropriate radii or simple dropped kerb crossing arrangement and width to accommodate the swept path of all vehicles regularly accessing the site for the intended purpose, as well as appropriate visibility splays as per the observed speeds of the road, to the highway boundary and to the existing carriageway. The visibility splays shall be maintained clear to ground in perpetuity. **Reason:** to ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.
2. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary. **Reason:** To avoid displacement of loose material onto the highway in the interests of highway safety.

3. Prior to occupation of any dwelling, the 2-metre footway sections as shown in principle on DWG no 425.065369.00001_PD01 Rev B (included in the Transport note), to include but not limited to, pedestrian crossing points at appropriate locations that achieve the required pedestrian visibility splays in accordance with the observed speeds of the road, shall be provided. For the avoidance of doubt, this shall include full depth construction and surfacing. **Reason:** In the interest of highway safety and accessibility.
4. Prior to occupation of any dwelling an appropriate pedestrian crossing facility (zebra or alternative type) in the vicinity of the school and as shown in principle on DWG no 425.065369.00001_PD01 Rev B, to include but not limited to, any necessary Traffic Regulation Orders, reinstatement works to full height kerbing on the footway to the southeast whilst maintaining access for property named Laurel House, shall be provided. **Reason:** In the interest of highway safety and accessibility.
5. The proposed development shall not be occupied until such time as the vehicle parking areas indicated on the approved plans, have been provided. The vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority. **Reason:** To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety
6. Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times. **Reason:** To ensure appropriate cycle / powered two-wheeler parking is provided in the interest of highway safety and amenity.
7. Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, (to include six one day travel vouchers for use with the relevant local public transport operator). **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport.

The above conditions are required to ensure that the development accords with the National Planning Policy Framework (NPPF) 2024 and the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.

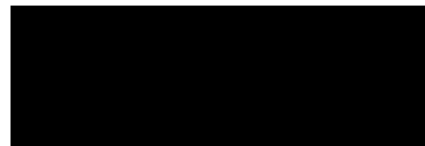
Informative:

- i. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford, Essex, CM2 5PU.
- ii. Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or

endangered is guilty of an offence. Therefore, the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway.

- iii. There shall be no discharge of surface water onto the Highway.
- iv. Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway.
- v. Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.
- vi. The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath no. 21 (Stebbing), public footpath no. 12 (Stebbing), public footpath no. 10 (Stebbing), shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.

The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.



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pp. Director for Highways and Transportation
Enquiries to Eirini Spyratou